

### SAILING DIRECTIONS CORRECTIONS

**PUB 157                      8 Ed 2000                      LAST NM 7/01**

Page 139—Line 48/R; read:  
at a height of 78m. Several islets and rocks extend S and SE  
of  
(24(358)00 Tianjin) 11/01

**PUB 160                      1 Ed 1998                      LAST NM 1/01**

Page 143—Line 7/R; insert after:  
**Vessel Traffic Service                      148**  
(NIMA) 11/01

Page 148—Line 32/R; insert after:

#### **Vessel Traffic Service**

**Regulations.**—All vessels in South African waters are to maintain a constant listening watch on VHF channel 16, unless in the area of a VTS System when the watch should be on the appropriate designated frequency.

Navigational safety calls, comprising the vessel's name, position, and intended course of action, are to be made on VHF channel 16 in the event of any of the following:

1. Risk of collision.
2. A call from another vessel indicating that a close quarters situation is developing.
3. Overtaking, or being overtaken, in a narrow channel.
4. Doubt about another vessel's intentions.
5. An obstruction or bend in the channel which may obscure approaching vessels.
6. In restricted visibility, approaching charted routes or groups of vessels.
7. If vessel is restricted in its ability to maneuver.
8. Approaching dredges and floating plants in restricted waters, which are not covered by a VTS system.
9. Leaving a berth, anchorage, mooring area, etc.
10. Any other occasion when a call could contribute to safe navigation.

**Vessel Traffic Services.**—The following information applies to all South African Inshore VTS systems (as distinct from an offshore system; i.e., for laden tankers off the Alphonse Bank), unless otherwise stated:

1. Description.—Participation in these VTS systems is mandatory for the following:
  - a. Vessels of 15m or more in length.
  - b. Towing vessels where the tow is 15m or more in length, or the overall length of vessel and tow is 30m or more.
  - c. Any passenger carrying vessels.
  - d. All vessels carrying dangerous or pollutant cargo.
2. Procedure.—Vessels may be required to report the following information:
  - a. Vessel's name.
  - b. Call sign.
  - c. Position.

- d. ETA of vessel entering the VTS zone.
- e. Destination.
- f. ETA at destination.
- g. Whether any pollutant or dangerous goods cargo is carried on any vessel or object being towed or pushed.
- h. ETD from a berth.
- i. ETA at a location requiring a report (such as a reporting system).

The above information must be reported, as follows, when:

- i. Entering a VTS Zone.—Fifteen (15) minutes before entering a VTS zone, a vessel must apply for Traffic Clearance, stating 2a through 2g as specified under Procedure.
- ii. Arriving at a Reporting-in-Point (RP).—On arriving at an RP, a vessel must report 2a, 2c, and 2i as specified under Procedure.
- iii. Arriving at a berth.—As soon as practicable after arriving, a vessel must report 2a and 2c as specified under Procedure.
- iv. Departing a berth.—Five (5) minutes prior to departing a berth, a vessel must report 2a through 2c and 2e through 2h as specified under Procedure.
- v. Immediately prior to departing a berth.—A vessel must report 2a, 2c, and 2i as specified under Procedure.
- vi. Maneuvers.—Fifteen (15) minutes prior to commencing any maneuver listed below, vessel must apply for traffic clearance stating 2a and 2c as specified under Procedure, plus a description of their intended maneuvers:
  - A. Compass adjustment.
  - B. The calibration and servicing of navigational aids.
  - C. A sea trial.
  - D. A dredging operation.
  - E. The laying, picking up, and servicing of a submarine cable or navigation mark.
  - F. Any other maneuver that may be detrimental to safe navigation.

As soon as possible after the maneuver is completed, a description of the maneuver (just completed) must be communicated to the VTS center.

3. Incident Reports.—Vessels should immediately report any of the following and include 2a and 2c as specified under Procedure:

- a. An onboard fire that may impair safe navigation.
- b. The involvement of the vessel in a collision, grounding, or striking that may impair safe navigation.
- c. Any defect to the vessels hull, main propulsion equipment, steering, radars, compass, radio equipment, anchors, or cables that may impair safe navigation.
- d. Any discharge or threat of discharge of a pollutant from the vessel.
- e. Another vessel in apparent difficulty.
- f. The presence of any other vessel which may impede the movement of other vessels.
- g. Any obstruction to navigation.

**PUB 160 (Continued)**

- h. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
- i. The presence of any pollutant in the water.
- j. Any weather condition which may impair safe navigation.

Items f, g, and h need not be reported if the information has been previously reported by Notice to Mariners or Coastal Navigation Warnings.

4. **VHF Equipment Failure.**—In the event of VHF radio failure, the VTS Center should be alerted immediately by sending a message by MF, RT, or WT through a Coast Radio Station or another vessel, or by other means, stating that there is a failure and giving the vessel's position and destination.

5. **Note.**—All times should be given in local time (UTC+2).  
(SAN Annual Notice No. 18 of 2001) 11/01

**PUB 191 9 Ed 2000 LAST NM 10/01**

Page 82—Lines 7 to 22/L; read:

Caen. The port consists of an outer harbor and an Avant-port. Locks providing entry to Canal de Caen are situated in the S part of Avant-port. The canal, which is 7.5 miles long, leads SSW to the port of Caen.

(Fr SD C2.1) 11/01

Page 82—Lines 28 to 56/L; read:

**Depths—Limitations.**—An Approach Channel, within which navigation is controlled, leads S and SW to the beginning of the entrance channel. This channel, which may best be seen on the chart, is entered about 8.5 miles NNE of Ouistreham and has depths in excess of 20m decreasing to 9m.

A Waiting Area, which may best be seen on the chart, lies adjacent to the SE side of the SW leg of the Approach Channel. It has depths of 8.8 to 11m.

The entrance channel leads from the S end of the Approach Channel through the coastal bank into the outer harbor. It has a dredged depth of 7m (1993) over a width of 50m. The inner part of this channel is contained between two training walls, which cover at HW and extend about 1 mile seaward.

The channel leading from the outer harbor through Avant-port to the locks is dredged to a depth of 3m.

**Canal de Caen.**—Two entrance locks provide access to Canal de Caen. The W lock is open from 3 hours before to 4 hours after HW. It is 225m long and 28.8m wide, with a depth of 3.25m on the sill.

The E lock is open from 2 hours before to 3 hours after HW. It is 181m long and 18m wide, with a depth of 0.2m on the sill. This lock may be divided into two chambers, 70m and 90m long.

The canal runs parallel to the Riviere Orne and extends for 7.5 miles from the locks to Caen. A constant water level is maintained in the canal and at Caen by means of a dam built across the Riviere Orne. The canal is dredged to a depth of 2m below chart datum, which provides a fresh water depth of 9.8m.

The four main docks at Caen are (from N to S) Bassin d'Herouville, Bassin de Calix, Nouveau Basin, and Bassin Saint Pierre.

Four bridges span the canal. Pont de Benouville (Pegasus Bridge), a swing bridge, is situated 2.4 miles S of the locks and has a clearance width of 40m.

Pont de Colombelles Bridge, a swing bridge, is situated about 0.5 mile N of Bassin d'Herouville and has a clearance width of 30m.

Calix Viaduct, a fixed bridge, is situated between Basin de Calix and Nouveau Basin. It has a vertical clearance of 33m.

Pont de la Fonderie, a swing bridge, is situated at the entrance to Bassin Saint Pierre and has clearance width of 12m.

Vessel dimensions, with fresh water (FW) drafts, permitted in the canal are, as follows:

1. Between the locks and Bassin d'Herouville:
  - a. By day, vessels up to 205m in length, 23.5m beam, and 8.4m draft. Vessels less than 172m in length and 22m beam may transit with drafts up to 8.95m. Vessels proceeding only to Blainville Wharf, inbound or outbound, may transit with drafts up to 9m depending upon the rise of tide in the entrance channel and the characteristics of the ship.
  - b. At night, vessels up to 20m beam and 8m draft. Vessels proceeding to Blainville Wharf may transit with beams up to 22m.
2. Between Bassin d'Herouville and Bassin de Calix:
  - a. By day, vessels up to 180m in length and 23.5m beam with drafts of 8.2 to 8.6m.
  - b. At night, vessels up to 150m in length, 20m beam, and 8m draft.
3. Entering Nouveau Basin:
  - a. By day, vessels up to 145m in length and 20.5m beam with drafts of 3.8 to 7m.
  - b. At night, vessels up to 145m in length and 20m beam with drafts of 3.8 to 6m.

The maximum drafts for tankers depend upon the size of the vessel and the amount of cargo. Such vessels should contact the local authorities before arrival. Other vessels with drafts over 7.92m should contact the local authorities prior to their intended port call to ensure the entry conditions.

**Berths.**—Two ro-ro ferry berths are situated on the W side of the outer harbor at Ouistreham, about 0.5 mile N of the locks. No. 1, the southernmost berth, can handle vessels up to 145m in length and 24m beam. A swinging area, lying adjacent to this berth, has a dredged depth of 6m.

No. 2, the northernmost berth, can handle vessels up to 165m in length and 26m beam. A swinging area, lying adjacent to this berth, has a dredged depth of 7m.

An extensive marina, with a depth of 3m, lies close S of the locks at the E side of the canal. A quay, used by dredgers, is situated about 0.4 mile S of the locks. It is 200m long and has a depth of 3.6m alongside. A berth, used by oil tankers, is situated at Maresquier, on the W side of the canal about 1.5 miles S of the locks. It can handle vessels up to 120m in length and 5.6m draft (FW).

A berth, 100m long, with a depth of 4.6m alongside and another berth, 200m long, with a depth of 6m alongside are

**PUB 191 (Continued)**

situated at Ranville, at the E side of the canal close N of Pont de Benouville (Pegasus Bridge).

Blainville Wharf is situated on the E side of the canal about 1.3 miles above Pont de Benouville (Pegasus Bridge). It is 625m long and has a depth of 9m alongside.

Bassin d'Herouville contains President Delaunay Quay, which is 370m long, and Ponderex Mole, which is 215m long.

Bassin de Calix contains Quay de Calix, which is 140m long.

Nouveau Basin contains Quay President Gaston Lamy, which is 550m long, and President Hippolyte Quay, which is 150m long.

Bassin Saint Pierre is entered from Nouveau Bassin through a passage 12.3m wide. It has a depth of 4m and is used by pleasure craft up to 50m in length.

The port of Caen has facilities for ro-ro, container, general cargo, bulk, timber, and tanker vessels.

**Aspect.**—A main light (Ouistreham) is shown from a prominent tower, 38m high, standing at the E side of the locks.

A lighted range, which may best be seen on the chart, indicates the entrance channel. Lights and beacons mark the submerged training walls on either side of the inner part of the harbor entrance channel.

A lighted fairway buoy (Ouistreham) is moored about 3 miles N of the entrance to the locks.

A conspicuous church belfry stands 0.5 mile SW of the main light and a large prominent water tower is situated 0.5 mile SW of it. Another prominent water tower stands at Merville-Franceville, about 2 miles E of the main light.

The buildings fronting the coast at the resort of Riva-Bella, about 1 mile W of the port entrance, are reported to be prominent from the seaward approaches.

**Pilotage.**—Pilotage is compulsory for the following:

1. All vessels carrying hydrocarbons or dangerous substances.
2. All vessels over 50m in length between the sea and the entry locks.
3. All vessels over 65m between the locks and the sea.
4. All vessels over 25m between the locks and Caen.
5. All vessels not equipped with VHF.

Pilots may be contacted by VHF. They board about 0.5 mile S of the Ouistreham lighted buoy or in the Waiting Area. Generally, pilots are available from 2 hours 30 minutes before to 3 hours after HW.

All vessels should send an ETA and a request for pilotage at least 24 hours in

(Fr SD C2.1) 11/01

Page 82—Lines 1 to 54/R; strike out.

(NIMA) 11/01

Page 83—Lines 1 to 15/L; strike out.

(NIMA) 11/01

Page 83—Lines 19 to 60/L; read:

in the approaches to Caen-Ouistreham is also within the Estuary of the Seine. For additional details concerning the

mandatory VTS Identification Zone, see paragraph 5.9.

**Regulations.**—Vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes should consider the Navigation Controlled Approach Channel to be a Mandatory Access Channel. Such vessels must establish contact with the authorities on VHF channel 68 before entering the channel and maintain a listening watch on the same frequency. When in the channel these vessels are deemed to be restricted in their ability to maneuver and must show the appropriate lights and shapes.

All other vessels must contact the authorities on VHF channel 68 when entering the entrance channel.

The Waiting Area lying adjacent to the SE side of the SW leg of the Approach Channel may only be used by vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes. Such vessels anchored in the Waiting Area must maintain watch on VHF channel 68 and be able to sail on 15 minutes notice. It is forbidden for these vessels to remain in the Waiting Area during periods of bad weather from NW to NE. Such vessels should then remain at sea at least 7 miles from the French coast, or seek shelter off Le Havre.

All navigation in the entrance channel leading to the locks is prohibited during the arrival or departure of automobile ro-ro ferry vessels.

The maximum speed allowed in Canal de Caen is 7 knots.

Vessels transiting the canal must keep a watch on VHF channel 68.

A distance of 400m must be maintained between vessels transiting the canal. All overtaking is prohibited except in an emergency.

**Signals.**—The opening of bridges in Canal de Caen is indicated by green lights. If the

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Page 83—Lines 1 to 16/R; strike out.

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Page 83—Lines 24 to 45/R; read:

affords shelter from winds between SW and SE.

Vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes must anchor in the Waiting Area.

Other vessels may anchor in an area, with depths of 5 to 8m, lying about 0.6 mile NW of No. 1 lighted entrance channel buoy. The W-SRCO buoy (white and blue) is moored in the vicinity of this anchorage, about 2.5 miles NNW of the locks.

Anchorage is prohibited within the Approach Channel and in the vicinity of the lighted entrance range.

**Directions.**—The principal route from the sea to the port approaches is through Le Parfond (49°26'N., 0°15'W.), a comparatively deep bight extending in an ESE direction toward the Estuary of the Seine.

In order to avoid the wrecks and obstructions in Rade de Caen, vessels, except those obliged to use the Approach Channel, should approach on the lighted range leading to the entrance when about 2 miles N of the Ouistreham lighted fairway buoy.

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